

COUNTRY Eastern Germany
 TOPIC Parchim Airfield

REPORT NO.

25X1

EVALUATION see below

PLACE OBTAINED

DATE PREPARED 2 October 1952

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

REF ID: A66001

25X1

DO NOT CIRCULATE

1. Parchim airfield was occupied by jet fighters up to early August 1952. On 3 August, the field was being evacuated; tank trucks and trucks, including some with billeting equipment, were being loaded on railroad cars at the Parchim railroad station. (1) No aircraft were observed at the field on 11 August.
2. On 19 August, [redacted] the Brandenburg Bauunion was charged with improvement work at Parchim airfield.
3. At 9 a.m. on 23 July, two platoons each of about 40 men wearing blue epaulets marched from the direction of Parchim railroad station to the airfield. The soldiers who were from 18 to 20 years old carried their gear. They were not armed with weapons and had no markings. In the afternoon of 26 July, a jet fighter landed at the field. At 10 a.m. on 29 July, a biplane took off from the field heading toward Ludwigslust. It dropped a parachute flare over a meadow. (2) Throughout the day on 29 July, there was intensive shuttle traffic by trucks between the airfield and the Parchim freight station. The trucks were loaded with billeting equipment. This activity was observed until 31 July. On the afternoon of 1 August, a freight train of about 60 cars left Parchim railroad station. (1) No air activity was observed at the field up to 22 August. Only a few soldiers were observed at the field.
4. On 26 August, only one biplane was observed at the field. There was no traffic by soldiers or vehicles. The billets were guarded. Between 14 and 23 August, individual building sections were being demolished.
5. On 21 August, Major Glonik (fnu) of the air force construction staff in Jorder handed the contract for improvement work at Parchim airfield to the Brandenburg Bauunion which was represented by a construction superintendent, probably named Tittelwitz (fnu). The construction project was designated 104. (3) The construction staff in Jorder agreed to the proposal that surveying work should be done by the construction staff in Brand because, at present, the Brandenburg Bauunion had no surveying specialists at its disposal. Engineer Bloedhorn (fnu) of the Brand construction staff was in charge of the surveying operations. (4)

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25X1

- 2 -

6. On 26 August, Construction Superintendent Tittelwitz (fnu) of the Brandenburg Bauunion gave the Brand construction staff an original sketch of the construction project in Parchim. Brandenburg Bauunion had received the construction plan from Major Olenik (fnu) of the Border Air Force construction staff. Surveying is to be done by Engineer Bloedhorn (fnu) of the Brand construction staff. The landing field surrounding the runway was to be surveyed in squares 40 x 40 meters, while the runway itself was to be surveyed in squares 10 x 10 meters. (5) The runway had a length of 2,515 meters and a width of 80 meters. Obstacles located in the extensions of the runway as far as 2,000 meters east and 3,000 meters west of the edge of the landing field were recorded. (6) [redacted] construction of the aircraft dispersal areas with shrapnel-proof revetments was unimportant for the time being. [redacted]

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[redacted] Comments.

- (1) The evacuation of Parchim airfield was previously reported. [redacted] the following shipments left Parchim between 29 July and 3 August 1952:

Date	Number of Axes	Receiving Stations
29 July	94	Cottbus
30 "	112	Dangarten
30 "	54	Koethen
31 "	46	Dangarten
1 August	84	Cottbus
2 "	40	Ellerholz
3 "	94	Cottbus

Some of these dates agree with the information in the present report. It appears that elements of the fighter regiment left for various destinations. Most of the shipments, however, went to Cottbus where 17 MiG-15s were observed on 10 August 1952. After 10 August, these jet fighters were no longer reported from Cottbus airfield. It is possible that the planes were parked in the numerous hangars at the field.

- (2) The plane which dropped a parachute flare was possibly involved in an exercise conducted by a Soviet Army unit.
- (3) Major Olenik of the Border construction staff is known from many conferences on airfield construction projects.
- (4) For sketch of construction project, see Annex. This sketch shows that an aircraft dispersal area extends parallel to the runway and that two taxiways, each 40 meters wide, are to be constructed vertical to the runway. The runway will probably not be extended. It appears that the aircraft dispersal areas with shrapnel-proof revetments which are entered on the sketch are not to be built for the time being.
- (5) This information indicates that the runway will probably be provided with a new concrete cover.
- (6) This measure was taken to establish take-off and landing lanes free of obstacles.

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Construction at Barchin Airfield

Legend:

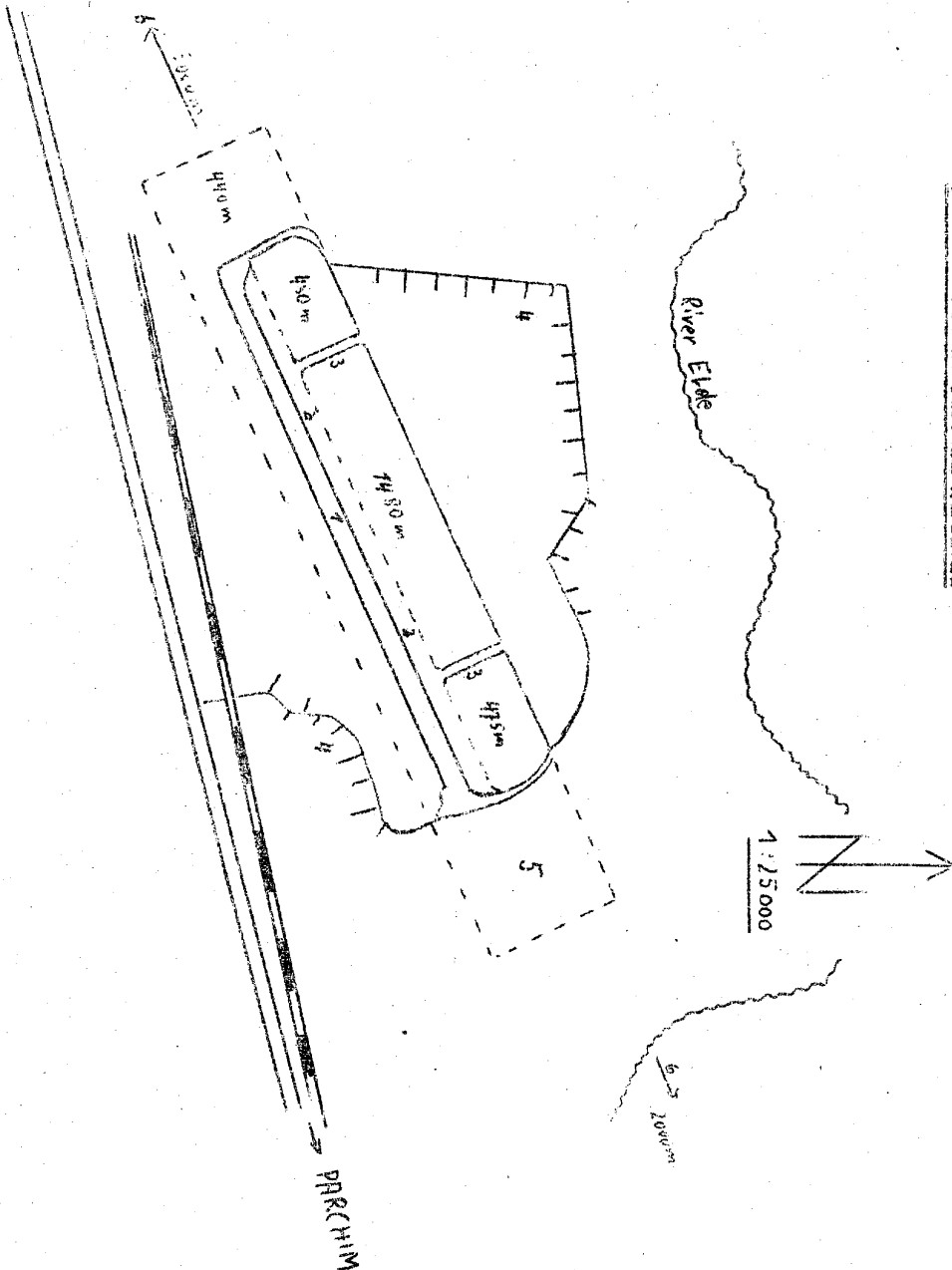
- 1 Runway 50 x 2,515 meters
- 2 Dispersal area
- 3 Communication lanes, each 40 meters wide
- 4 Aircraft hardstands with shrapnel-proof revetments
- 5 Safety strips on both sides of the runway
- 6 Extensions of safety strip to the northeast and southwest

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For legend, see next page:



Construction at Parohim Airfield

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